



City of Seattle

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Gregory J. Nickels, Mayor  
**Department of Planning and Development**  
D. M. Sugimura, Director

**CITY OF SEATTLE  
ANALYSIS AND DECISION OF THE DIRECTOR OF  
THE DEPARTMENT OF PLANNING AND DEVELOPMENT**

**Application Number:** 2400758  
**Applicant Name:** Kelly Shyne  
**Address of Proposal:** 1550 4<sup>th</sup> Avenue South

**SUMMARY OF PROPOSED ACTION**

Master Use Permit to change the use of approximately 26,400 sq. ft. of an existing building, from 24,000 sq. ft. of warehouse and 2,400 sq. ft. non-household sales & services to administrative office, with future construction of approximately 26,400 sq. ft. of administrative office, within the building envelope. An existing 7,600 sq. ft. wholesale showroom building will be demolished for accessory parking, 76 surface parking spaces will be provided on site.

The following approval is required:

**SEPA – Environmental Determination-** Chapter 23.05 Seattle Municipal Code

**SEPA DETERMINATION:** ☐ Exempt ☒ DNS ☐ EIS

☐ DNS with conditions

☐ DNS involving non-exempt grading or demolition  
or involving another agency with jurisdiction.

**BACKGROUND DATA**

The site is located in the Industrial area south of downtown Seattle, at the intersection of South Massachusetts Street and Fourth Avenue South. The site is comprised of two parcels, totaling approximately 53,310 square feet in size. The zoning of this lot is General Industrial 2 with an eighty-five (85) foot height limit (IG2-U/85 for non-industrial uses).

### Site & Vicinity

The northern parcel for this site currently contains a large warehouse building of approximately 26,400 square feet; of this, 2,400 sq. ft. is non-household sales & services (the 2,400 sq. ft. non-household sales & services use was unknown at the time of notice and was not included in the proposed action).

The southern parcel on the site contains a freestanding wholesale showroom building, to be demolished for this project, with accessory parking. To the east of this parcel is an unoccupied fire-damaged warehouse building. To the north and east is King County Metro's Ryerson Base, across South Massachusetts Street to the south is a large retail building. Across 4<sup>th</sup> Avenue South, to the west, are retail buildings.



### Proposal

The applicant proposes to change the first floor warehouse and non-household sales & services uses to administrative office, and add a second floor, within the building envelope, for a total administrative office area of approximately 52,800 sq. ft. All existing parking is reconfigured and an additional 7,600 sq. ft will be added to accommodate a total of 76 vehicles. One loading loading berth will be added.

### Public Comment

No comment letters were received from the public during the comment period that ended on April 4, 2004.

### **ANALYSIS – SEPA**

Environmental review resulting in a Threshold Determination is required pursuant to the State Environmental Policy Act (SEPA), WAC 197-11 and the Seattle SEPA Ordinance (Seattle Municipal Code Chapter 25.05).

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant dated March 1, 2004. The information in the checklist and the experience of DPD with review of similar projects forms the basis for this analysis and decision. The project site is classified as an Environmentally Critical Area for Liquefaction-prone soils. (SMC 25.09.100)

The SEPA Overview Policy (SMC 25.05.665 D) clarifies the relationship between codes, policies, and environmental review. Specific policies for each element of the environment, certain neighborhood plans, and other policies explicitly referenced may serve as the basis for exercising substantive SEPA authority.

The Overview Policy states, in part: "Where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient

mitigation," subject to some limitations. Under such limitations/circumstances (SMC 225.05.665 D1-7) mitigation can be considered. Thus, a more detailed discussion of some of the impacts is appropriate.

#### Short-term Construction Impacts

The short-term, construction related impacts anticipated from the proposal are as summarized in the following list:

- *Air Quality* --- Increased dust and particulate matter due to demolition, construction activities, and hauling of waste materials.
- *Transportation* --- An increase in vehicular traffic adjacent to the site due to construction vehicles.
- *Noise* --- Increased noise during construction

The Department of Planning and Development has analyzed and annotated the environmental Checklist submitted by the applicant; reviewed the project plans and any additional information on file; and any comments which were received regarding this proposed action have been considered. As indicated in the checklist, this action will result in adverse impacts to the environment. However due to their temporary nature and limited effects, the impacts are not expected to be significant nor would they warrant mitigation.

Codes and development regulations applicable to this proposed project will provide sufficient mitigation and no further conditioning or mitigation is warranted pursuant to the SEPA Overview Policy (SMC 25.05.665).

#### Long-term Impacts

The long-term use-related impacts anticipated to result from approval of this proposal are summarized in the following list:

- *Liquefaction-prone soils* --- *intensify the use of a structure with liquefaction-prone soils*
- *Parking and Traffic* --- *anticipated increased trip generation*
- *Light and Glare* --- *anticipated exterior lighting and headlight of vehicles using parking lot*

Building on a site with liquefaction prone soils in this location does not create long-term impact that warrant conditioning pursuant to SEPA policies.

The site is located in an industrial area, surrounded by retail and a transit vehicle base. The proposal that is subject to this review calls for 76 parking spaces, accessory to the use proposed for the building. Due to the size of the project, a Traffic Study was required. A study dated May, 2004 was prepared by the Transpo Group, and was amended May 27, 2004.

The expected parking demand of 126 stalls would result in a spillover of 50 spaces. To mitigate this impact, the project will be conditioned to provide a Transportation Management Plan (TMP). The Traffic Study identifies a maximum SOV goal of 44%, to be effective.

The change of use of the site from warehouse to administrative office will increase traffic to and from the site. The proposed project is expected to generate approximately 50 net new trips during the AM and PM peak hours. Adequate capacity exists in the 4th Avenue S corridor to accommodate this slight increase in traffic volumes. No mitigation is required to reduce traffic impacts, pursuant to SMC 25.05.675 R.

As conditioned above for parking impact mitigation, the Land Use Code otherwise provides mitigation for the long-term impacts of the project. As conditioned, compliance with applicable codes is adequate to achieve sufficient mitigation for the long-term impacts resulting from the project.

### **DECISION - SEPA**

This decision was made after review by the responsible official on behalf of the lead agency of a completed environmental checklist and other information on file with the responsible department. This constitutes the Threshold Determination and form. The intent of this declaration is to satisfy the requirements of the State Environmental Policy Act (RCW 43.21.C), including the requirement to inform the public of agency decisions pursuant to SEPA.

- ☒ Determination of Non-Significance. This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21C.030.(2)(C).
- ☐ Determination of Significance. This proposal has or may have a significant adverse impact upon the environment. An EIS is required under RCW 43.21C.030(2)(C).

### **DECISION - STATE ENVIRONMENTAL POLICY ACT**

The proposed action is **APPROVED WITH CONDITIONS.**

### **CONDITIONS**

Prior to Issuance of Construction Permit and for the life of the project

Provide a Transportation Management Plan (TMP) and acknowledgement letter per Director's Rule 14-2002, which include a SOV goal of 44%.

Signature: \_\_\_\_\_ Date: June 3, 2004  
Lauren Hirt, Land Use Planner

Department of Planning and Development  
Land Use Services

LH:rgc

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